



Policy

Department/Section: Operations

Policy # POL-OPS-01

Subject: Community Safety Zone Policy

Enacted by Council:

**Motion #: C240626-6,
June 26, 2024 meeting**

1. Purpose

- 1.1 The objective of this policy is to establish consistent guidelines and criteria for the selection and implementation of Community Safety Zones within the Township of Oro-Medonte Road Network Jurisdiction, aiming to provide the Township of Oro-Medonte and the public with enhanced safety.

2. Scope

- 2.1 This policy outlines the criteria and justification required for implementing Community Safety Zones (CSZs) within the jurisdictional highways of the Township of Oro-Medonte.

3. Definitions

- 3.1 **Community Safety Zone (CSZ)** is defined by the Highway Traffic Act (HTA) as a section of roadway where public safety is of special concern, as enacted in the By-Law.
- 3.2 **Township** refers to the Corporation of the Township of Oro-Medonte.
- 3.3 **Council** refers to the Council of the Corporation of the Township of Oro-Medonte.
- 3.4 **Township-wide/Regional Parks** defined in the Township's Parks and Recreation Master Plan. These parks are intended to attract visitors from across the Township and beyond, providing a range of recreational opportunities. They include, but are not limited to, Bayview Memorial, Boat Launches, and Provincial Parks.
- 3.5 **Community Parks** defined in the Township's Parks and Recreation Master Plan. These parks serve a group of neighbourhoods and attract most visitors from within Settlement Areas and Rural Settlements Areas. This category includes but is not



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limited to, Municipal parks such as Ramey, Vasey, Sweetwater, Horseshoe Valley Memorial Park, Danny McHugh, and Shanty Bay.

4. Policy

4.1. Justifications

Three justifications can be utilized for a Township road to be deemed a community safety zone (CSZ). Any of these three must be fulfilled in full or in part for consideration.

Justification #1 – Permanent Designated Areas of High Priority

Community Safety Zones (CSZs) shall be introduced at locations of high priority that are obvious to the operator of a vehicle or a pedestrian; therefore, CSZs shall be implemented at the following locations:

- Adjacent to Elementary or Secondary Schools
- Adjacent to Seniors Centres and Institutions
- Adjacent to Hospitals or Medical Centres
- Adjacent to Township-Wide/Regional Parks and Community Parks as defined in the Parks and Recreation Master Plan.

Justification #2 – Safety Traffic Analysis

The safety justification includes a collision or risk component; either of these shall be fulfilled to meet justification 2.

Collision Component:

- Collision ratio(< 1:900 (collisions/year: Average Annual Daily Traffic (AADT)) averaged over 36 previous consecutive months.

Or

Road Safety Risk Component:

- Although not identified in the collision component, a significant road safety risk concern may exist; therefore, this second component involves risk factors at a potential CSZ site. Before the use of the Risk Component, field/site investigations or the Ontario Provincial Police (OPP) must confirm that the violation rate at the identified location is unusually elevated.

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Risk Factor	Targeted* (Score 4)	High (Score 3)	Moderate (Score 2)	Low (Score 1)	Score
Travel Speed (km/h) (85th% - Posted Speed)	≥ 31 km/h	= 21 to 30 km/h	= 11 to 20 km/h	≤ 10 km/h	
Average Annual Daily Traffic (AADT)	≥20,001	10,001 to 20,000	4,999 to 10,000	≤ 5,000	
Number of Travel Lanes	>4	4	3	2	
Length of Sidewalks	-	<25%	25% to 75%	>75%	
Truck Volume	-	>5%	3-5%	<3%	
Pedestrian Crossing in any 8 Hours	-	>100	50 to 100	<50	
Intersection and Major Entrances Per Kilometre	-	>10	4 to 10	<4	
TOTAL SCORE					

* Targeted scoring criteria has been added for higher-risk weight applications where 85th% has outliers.

A minimum score of 15 establishes the road safety risk component.

Other traffic violations not identified in collision risk should be addressed through common enforcement of some other type of countermeasure.

Justification # 3 – Other Considerations

It is understood that there may be community needs/requests that could justify the requirement/need for a CSZ. These should be brought forward to the Operations department; Township staff will review these requests on a case-by-case basis through the above criteria or a combination thereof and either approve or deny the request for the CSZ. Some of these locations can be linked to specific high-traffic events but are not limited to:

- Music/Performance event centers
- Festivals/fairgrounds
- Lake Shoreline Activities

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4.2. Awareness

Whenever a CSZ is implemented from either of the justifications, The Township of Oro-Medonte shall issue a modifying By-law to amend the consolidated By-law and register the CSZ as required. They must provide roadside signage as per the Ontario Traffic Manuals, and notices must be provided where the CSZ will be implemented. In addition, the By-law and locations will be promoted via Township communication channels.

A consolidation by-law will be kept up to date for any additions or removals.